



Application No. 10/644,907
Amendment under 37 C.F.R. § 1.111

Q74473

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (currently amended): Test stand for motor vehicles, having a tipping device comprising:
 - a lower frame unit;
 - an upper frame unit configured to tip relative to the lower frame unit; and
 - four lifting units ~~respectively disclosed in corner zones of the frame units~~, each of the lifting units including a respective piston rod at least substantially fixedly oriented with respect to the upper frame unit and extendible in a direction at least substantially orthogonal to the lower frame unit and connected to the upper frame, and operable to independently tip the upper frame independently of at least two of the other three lifting units.
2. (original): Test stand having a tipping device as claimed in Claim 1, wherein the lower frame unit and the upper frame unit are interconnected exclusively via the lifting units.
3. (currently amended): Test stand having a tipping device as claimed in ~~Claim~~ Claim 21,

wherein the lower unit has conical holes each respectively in one of the corner zones and each widening upwards, and

wherein the piston rods extend respectively through each of the conical holes.

4. (original): Test stand having a tipping device as claimed in Claim 3, wherein the piston rods comprise respective conical frames along outer circumferences of the piston rods, and

wherein each of the conical frames, in a retracted position, forms a centered positive connection in lateral directions between the piston rod and the lower frame unit, thereby forming a locating bearing between the lower frame unit and the upper frame unit.

5. (original): Test stand having a tipping device as claimed in Claim 3, wherein each of the piston rods is connected, in a respective upper end region of each piston rod, with the upper frame unit via respective spherical bearings.

6. (original): Test stand having a tipping device as claimed in Claim 3, wherein the upper frame unit is tipped by positioning two adjacent ones of the piston rods in respective retracted positions while extending two other ones of the piston rods from respective retracted positions.

7. (previously presented): Test stand having a tipping device as claimed in Claim 4, wherein each of the piston rods deflects laterally when the piston rod is extended from a retracted position.
8. (original): Test stand having a tipping device as claimed in Claim 1, wherein the four lifting units are configured exclusively for tipping the upper frame unit.
9. (original): Test stand having a tipping device as claimed in Claim 1, wherein the lifting units are controlled with a control terminal via a central control unit.
10. (previously presented): Test stand having a tipping device as claimed in Claim 1, wherein the test stand is an Electronic Stability Program test stand.
11. (currently amended): Test stand for motor vehicles, having a tipping device comprising:
 - a lower frame unit;
 - an upper frame unit configured to tip relative to the lower frame unit; and
 - lifting means attached to the lower frame unit and connectable to the upper framethat tip the upper frame, the lifting means including piston rods at least substantially fixedly oriented with respect to the upper frame unit and extendible in a direction at least

substantially orthogonal to the lower frame unit and connected to the upper frame, and providing the sole source of tipping.

12. (previously presented): A test stand according to claim 11, wherein the lifting means are disposed in corner zones of the frame units.

13. (canceled).

14. (previously presented): A test stand according to claim 11, wherein the piston rods are independently operable.

15. (previously presented): A test stand according to claim 11, wherein the lifting means are operable to tilt a vehicle in at least one of a longitudinal and transverse direction relative to an axis of the vehicle.

16. (currently amended): Test stand for a motor vehicle, having a tipping device comprising:

a lower frame unit;

an upper frame unit configured to secure the motor vehicle for testing and to tip relative to the lower frame unit during the testing; and

lifting units at least substantially fixedly oriented with respect to the upper frame unit and extendable in an axial direction, each of the lifting units operable to ~~independently~~-tip the upper frame independently of the other lifting units.

17. (currently amended): A test stand according to claim 16, wherein the each of the lifting units is ~~independently~~-extendable independently of the other lifting units.

18. (previously presented): A test stand according to claim 16, wherein the lifting units are operable to tilt a vehicle in at least one of a longitudinal and transverse direction relative to an axis of the vehicle.

19. (previously presented): A test stand according to claim 16, wherein the lifting units comprise four piston rods disposed in corner zones of the frame units.

20. (previously presented): Test stand for motor vehicles, having a tipping device comprising:

a lower frame unit;

an upper frame unit configured to tip relative to the lower frame unit;

four lifting units disposed in corner zones of the frame units;

four piston rods each respectively associated with the four lifting units,

wherein the lower unit has conical holes each respectively in one of the corner zones and each widening upwards,

wherein the piston rods extend respectively through each of the conical holes, the piston rods comprising respective conical frames along outer circumferences of the piston rods,

wherein each of the conical frames, in a retracted position, forms a centered positive connection in lateral directions between the piston rod and the lower frame unit, thereby forming a locating bearing between the lower frame unit and the upper frame unit, and

wherein each of the piston rods deflects laterally when the piston rod is extended from a retracted position.

21. (new): A test stand according to claim 1, wherein the four lifting units are respectively disclosed in corner zones of the frame units.